

# KEARNEY STREET (13TH AVENUE TO SMITH ROAD)

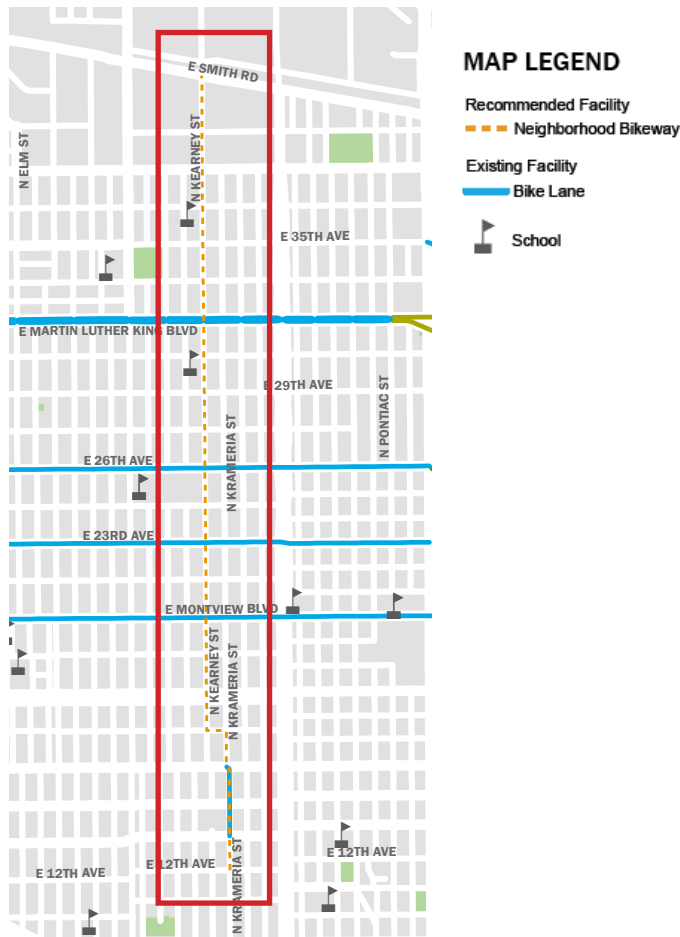


FIGURE 19: KEARNEY STREET CONTEXT MAP

## OUTREACH SUMMARY

Outreach for the Kearney Street bikeway was included in the overall Central CTN process but included special outreach, combined with the South Central CTN, so that the south project segment (to Virginia Avenue) could also be presented to community members. Corridor-specific public meetings occurred throughout the project’s development.

DOTI collected community feedback for this corridor through a series of online surveys, interactive input maps and public comments. The online map tool was open from March – May 2020. The draft concept surveys were open from July – August 2020. This feedback helped inform recommendations for improving the way people travel (by bicycle, bus, on foot, and by car) on and around this corridor.

## PROJECT OVERVIEW

Denver Moves: Bikes and Blueprint Denver recommended Krameria Street from 12th Avenue to 16th Avenue, 16th Avenue from Krameria Street to Kearney Street, and Kearney Street from 16th Avenue to Smith Road to be a neighborhood bikeway. At the time of design, bike lanes had already been installed on Krameria Street from Colfax Avenue to 13th Avenue, therefore the southern project extent for this study was 13th Avenue, and very few changes were proposed south of Colfax Avenue. This corridor travels past several commercial centers, an industrial area, and community destinations. This project connects to existing and future bikeways on 12th Avenue, 17th Avenue Parkway, Montview Boulevard, 23rd Avenue, 26th Avenue, Martin Luther King Jr. Boulevard, 35th Avenue, Smith Road.

## PROJECT DEVELOPMENT

The original bikeway type, a neighborhood bikeway, was maintained through design development except between 38th Avenue and Smith Road, where a standard bike lane was proposed. The relatively wide cross section of this corridor, low parking occupancy, and high speeds were significant considerations in the design of bikeways along this corridor. The design must make the corridor comfortable for bicyclists by reducing vehicular speeds while still allowing vehicular access to residences and community destinations. The 85th percentile speeds collected on Kearney Street and Krameria Street were about 31 MPH and 27 MPH respectively, so Krameria Street was proposed to be a bike lane and Kearney Street a neighborhood bikeway.

### ANALYSIS COMPLETED:

- ✓ Crash Analysis
- ✓ Parking Analysis
- ✓ Traffic Counts
- ✓ Cross-Section Options
- ✗ Lane Reduction Analysis
- ✗ Intersection Analysis
- ✓ Speed Reduction Analysis
- ✓ Diversion Analysis

### DELIVERABLES COMPLETED:

- ✓ Existing Conditions Analysis
- ✓ Alternatives Analysis
- ✓ Concept Design
- ✓ Opinion of Probable Cost

### OUTREACH COMPLETED:

- ✓ Network Verification Survey
- ✓ Concept Survey
- ✓ Draft Design Survey
- ✓ Office Hours
- ✓ 5 Network-Wide Public Meetings (2020 to 2022)
- ✓ 6 Network-Wide Stakeholder Meetings (2020 to 2022)
- ✗ One-on-One Stakeholder Engagement
- ✗ Project-Specific Community Meetings

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## SUMMARY OF FINAL DESIGN

The final design included a mixture of elements to slow driver speeds, improve safety and comfort for pedestrians and people on bikes traveling along the corridor, and facilitate safer crossings. Specific elements include:

- Bulbouts at named intersections and chicanes on several blocks on Kearney Street.
- Conversion of angled parking to back-in angled parking between 22nd Avenue and 23rd Avenue to allow drivers to clearly see bicyclists in the road as they pull out of a parking space.
- A traffic diverter and Rectangular Rapid Flashing Beacon at Kearney Street and Martin Luther King Jr. Boulevard to reduce traffic volumes.
- All-way stops at the intersections of Kearney Street and 16th Avenue, 19th Avenue, and 28th Avenue.
- A standard unprotected bike lane between 38th Avenue and Smith Road.
- Regular wayfinding signage to make drivers aware of the bikeway and help bicyclists find their way to nearby neighborhoods and destinations.

### PROJECT BENEFITS

#### CONNECTS DESTINATIONS

Commercial centers, schools, places of worship, industrial areas

#### LINKS BIKEWAYS/TRAILS

Montview Boulevard, 23rd Avenue, 26th Avenue

#### CONNECTS PROPOSED BIKEWAYS

12th Avenue, 17th Avenue Parkway, Martin Luther King Boulevard, 35th Avenue and E Smith Road

#### LOWER STRESS CROSSINGS

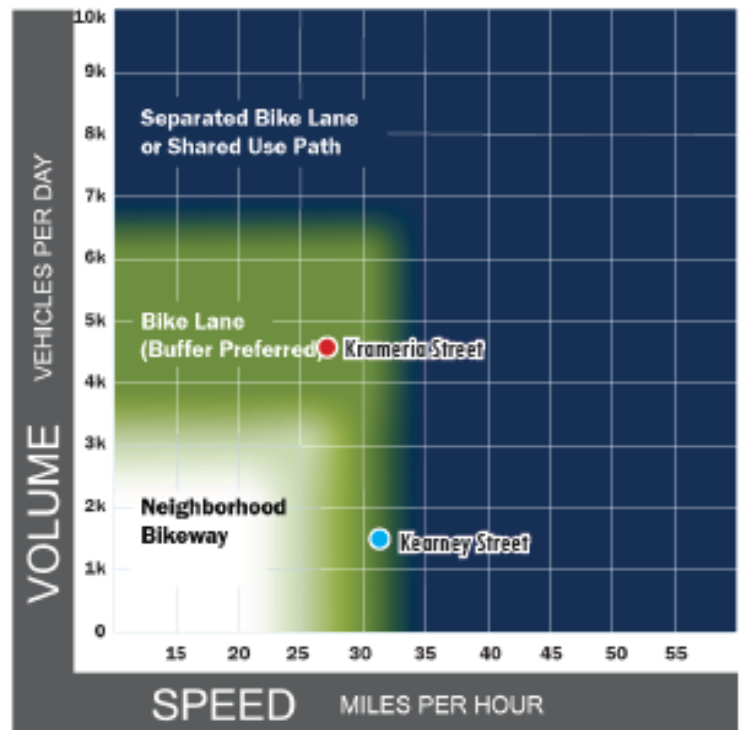
All-way Stops at: Krameria/16th Avenue, Kearney/22nd, Kearney/25th, Kearney/26th, Kearney/29th, Kearney/30th, Kearney/35th, Kearney/36th, and Kearney/38th  
Signals at: Krameria/13th, Krameria/14th, Krameria/Colfax

#### QUALITY CONNECTION

Travels through the Park Hill neighborhood and has less traffic than E Evans Avenue

## BIKEWAY FACILITY SELECTION CHART

The Bikeway Facility Selection Chart is a tool DOTI uses to identify the appropriate bikeway facility on a given street. As traffic speeds and volumes increase, more separation from motor vehicles is necessary to maintain a safe and comfortable bicycling experience. Based on traffic data collected, a neighborhood bikeway is recommended with treatments on Kearney Street (see blue dot) and a bike lane is recommended on Krameria Street (see red dot).



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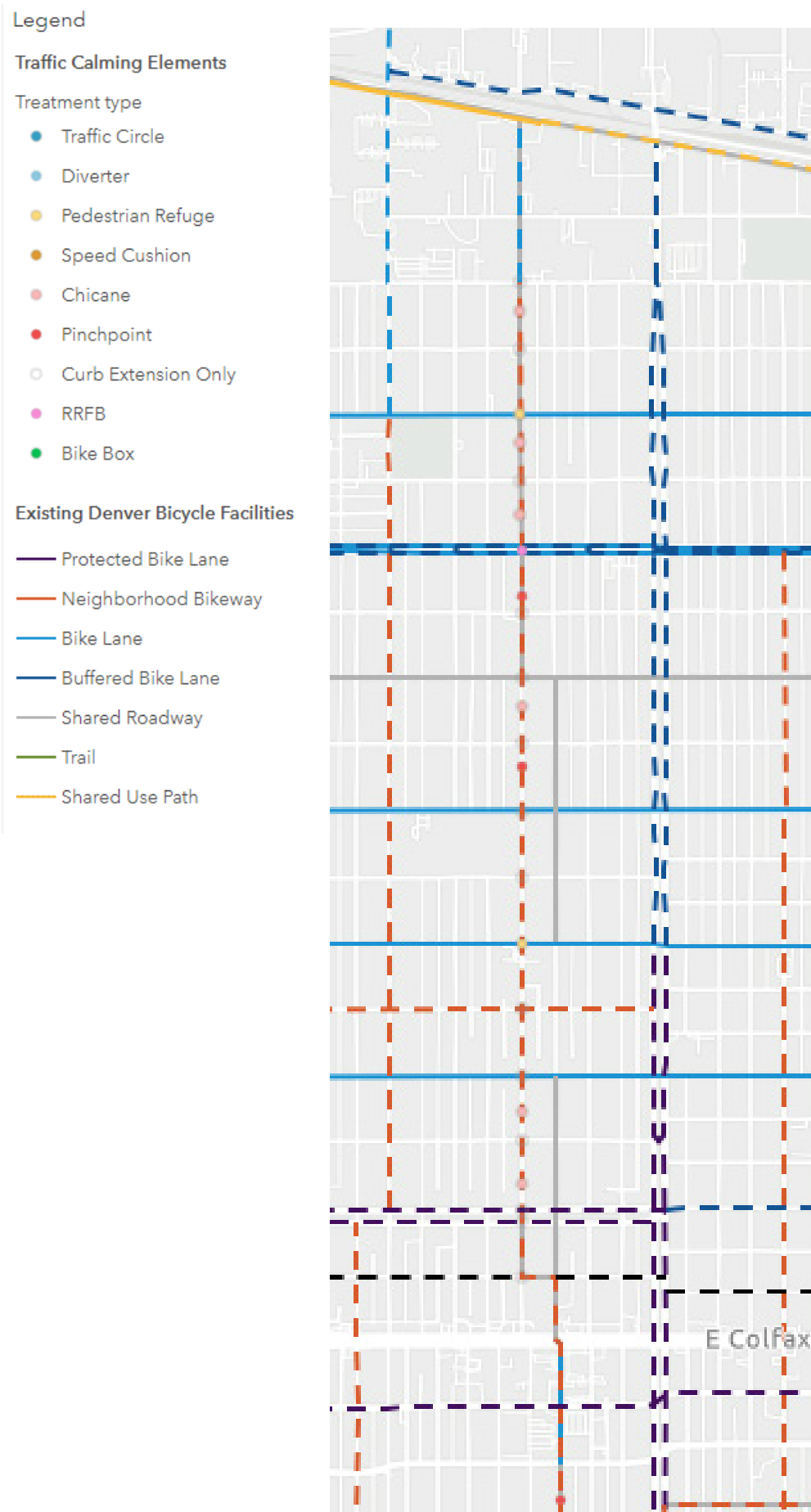


FIGURE 20: KEARNEY STREET TRAFFIC CALMING MAP